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MARGINAL COLUMN By SEAY SHAPIRO

THE great game of chess around the Suez Canal seems further away from its end now than it did a fortnight ago. Classically, the British seem to be channeling the struggle into an easy stage of "muddling through," until the grand strategy of changes in the Middle East is ripe. Obviously, greater issues are at stake than the dues to be paid the Egyptian Canal officials.

AN indication of what the ultimate game may be can be gleaned from some contemporary writings. In general the so-called "freedom of the seas," the principle which brought about so many wars in the past three centuries is hardly even mentioned today. Talk now has progressed to something known as "international control," or "international co-operation" which set the key for the Suez Symposium. But more ominous still are the undertones of some serious British journalists who discuss the future (or the past) of this region. What they write seems to point towards a reversal to the Ottoman Empire ideal.

TAKEING such indications at random, one could cite a Manchester Guardian book reviewer who energetically advances the theory that the Arab awakening would have been content, before the First World War, to remain in the lap of the Turkish Empire. More revealing, however, is an article which T.R. Little, general manager of the Arab News Agency, wrote in the Spring issue of the Middle East Journal (an American publication). Mr. Little argues, quite reasonably, that a united Egypt and Iraq "may make the Arab world a more formidable bargaining force, but at the same time they can ensure that any bargain reached can be carried out." It was, in fact, "the place of the Arab states which had thrown open the door to Soviet Russia. Thus, only a joint policy by Egypt and Iraq, achieved through the Arab League, Mr. Little writes, "can secure Western policy in the Middle East." In other words, it is the Arab Empire which should endeavor to impose on the Arab states which they all pay lip-service, but which they cannot and do not want to realize to judge by their own actions.

NOBODY seems to ask what guarantee there would be that an Arab Empire would become more closely allied to the West than a group of six or seven independent states. The example of the Turkish Empire is best ignored, the memory of a Mohammed Ali marching to the Porte might tend to shake the argument. What is important is that this plan does exist and appears to have many influential supporters in the West.

AND if matters one day come to a head, which the Orient may take many decades, or even suddenly as the winter rains — perhaps the union of the Arabs might be tried in an armed conflict. Western policy could, with some difficulty perhaps, get the better of the Eastern-supported Egypt. The British and French troops in Cyprus and the American destroyers in the Red Sea, are most likely to watch this scene develop without taking part in it, for fear of Soviet re-inforcements.

WHAT the West has gained is on the defensive. Egypt has time to think over its next step calmly, for the clock ticks loudly on Nasser's table and will force him into action.

THE question present in everybody's mind is what Israel should do? — Leap into the fray ahead of the others? For the first time there is obvious gain in waiting to see. Israel has up to now been almost ignored, though for different reasons, by West and East alike. The more reason to believe that the present policy line, about which there cannot be two views: the preservation of her identity and freedom of action. Tel Aviv, September 28.

STOP PRESS ARMY ATTACKS LEGION POSTS SOUTH OF JERUSALEM

An Army unit last night attacked Arab Legion posts at Husan, south of Amman and south-west of Ramat Rahel, the Army spokesman announced late last night.

Kussia, Japan Resume Talks

MOSCOW, Tuesday (UP). — Japan's special ambassador, Mr. Shunichi Matsomoto, paid his first formal call on the Foreign Ministry today after his arrival here. Deputy Foreign Minister Nikolai Fedorenko in the absence of the Foreign Minister, Mr. Dmitri Sholov, told newsmen that the territorial question "is not come up for discussion during the one-hour meeting."

Sources close to the Japanese ambassador said today that he was "confident" of getting Soviet agreement on the question that stands in the way of normalizing relations between the two countries — the possibility of future discussions on the fate of two islands of the Kurile group held by Russia and claimed by Japan.

B-forces came to Moscow to resume peace talks. Japan's Premier Ichiro Hatoyma wants to be sure that the peace settlement he proposes will not preclude the possibility of future Russo-Japanese negotiations on the disputed islands.

12 Die, One Missing
In U.S. Plane Crash
BUENA VISTA, Colorado, Tuesday (UP). — A U.S. Air Force C-47 transport carrying 12 men crashed and burned on the slopes of 14,000 foot Mount Teale yesterday while on flight from Colorado Springs to Hamilton Air Base in California.

There were no survivors. The burned wreckage was scattered over a wide area at the 11,500 level of the mountain, some 20 miles from here.

Meanwhile, it was reported from Panama City, Florida, that two jet trainers collided in mid-air last night, one of them crashing into a home, killing an expectant mother and her three small children. The pilot escaped with injuries.

The other plane and its pilot are still missing.

Polish Pilot Flies
To Denmark Asylum
COPENHAGEN, Tuesday (UP). — A Polish Air Force jet pilot seeking asylum in Denmark landed at a new type MIG fighter at Rønne Airport on the Danish island of Bornholm today.

He hoped out of his cockpit he could control the tower to complain that a new concrete runway — shown on his Polish map — was not cleared for use. Workmen and machines were spread over the airfield when he landed. One wingtip of the MIG was torn by the runway.

Israel: MAC Fails To Halt Jordan Killings

Jerusalem Post Reporter
Israel yesterday again placed the responsibility on Jordan for the deteriorating border situation. At the same time also criticized the failure of the U.N. Truce Supervision Organization machinery to meet the fundamental problem of ending Jordan aggression.

These points were made at the 27th emergency meeting of the Israel-Jordan M.A.C. which adopted a Jordan resolution establishing Israel's responsibility for the Gharandal action of September 13. This operation came a day after the Jordan Druse guards were killed by Jordanians at Ein Ofarim in the Arava.

The resolution said that Israel's military forces of approximately battalion strength, fully-equipped, blew up the police post at Gharandal. Nine were killed in the station and a child was killed outside. Six persons were injured.

Jordan must bear full responsibility for the situation that her own acts of aggression have created, a statement read to the M.A.C. by the senior Israel delegate said.

The full text of the declaration follows:
"Today's meeting demonstrates again the utter inability of Jordan to carry out its obligations under the Charter of the U.N. and the M.A.C. operations. While the wave of Jordan

Jordanians Murder
Tractor Driver
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Mr. David Ben-Gurion, the Prime Minister, chaired the meeting for the first time since he returned from his holiday. He had been on leave since the eve of Rosh Hashana and spent most of it at Sde Boker and in his Tel Aviv home.

There was no Cabinet meeting on Sunday. Yesterday's meeting was called following the Jordanian attack on Ramat Rahel in which four participants in the archaeological dig were killed on Sunday, and Monday's murder of a young mother at Ammanadav in the Jerusalem Corridor and of a tractor driver in the Beisan Valley.

It is understood that the Cabinet had a full discussion on what steps should be taken to deal with the Jordanian attacks on civilians. While no official announcement was made, it is understood that urgent measures are being taken to protect Israel life and property and that security measures will be strengthened.

French Favour Israel Pipeline Even Plus Suez

By MAURICE CARR
Jerusalem Post Correspondent
PARIS, Tuesday. — Irrespective of the outcome of the Suez crisis, the French government favours the construction of a new network of pipelines between the Persian Gulf and the Mediterranean beginning at the Halfa-Eilat pipeline, which would take only eight months to build, M. Maurice Lemaire, Minister of Commerce and Industry, told your correspondent.

Talks between the Western powers on this matter are likely to be held "very soon," he said.

Earlier, replying to a question on the subject, M. Lemaire declared that Egypt is not entitled to deny foreign shipping freedom of passage through the Gulf of Aden, described it as a "plausible" and "constructive" problem "only. How can an Arab be put to Jordan aggression that has set the Demarcation Line afire?"

The Commission had tried and failed. So has the United Nations. The Secretary-General of the U.N. came to this area with hope, but it has vanished in utter frustration.

"The U.N. machinery, battered and thwarted by Jordan's stubborn refusal to abide by her obligations under the Charter of the U.N. and the M.A.C. operations, have foundered under the assault of Arab aggression. Jordan must bear full responsibility for the situation that her own acts of aggression have created."

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Britain Supports Statement

NEW YORK, Tuesday (Reuter). — Intense consultations went on all day today in New York in preparation for tomorrow's crucial meeting of the Security Council on the Suez Canal situation.

The permanent Egyptian delegate, Mr. Omar Lutfi, who has been one of the busiest men around U.N. Headquarters in the past few weeks, continued his round of talks. He saw the President of the Security Council, Dr. Emilio Nunez Portuondo, at his request, and was understood to have conferred with other Arab delegates and Council members.

Today, he enlisted the aid of Persia to press for the inclusion of his country's complaint. Persia is the Middle East region's representative on the Council.

The provisional agenda contains both the Anglo-French and the Egyptian complaints. But British and French delegates are expected to oppose strongly to having the Egyptian item formally inscribed.

Lutfi, who spent today seeking out Council delegates to discuss the situation, told the press: "We shall be satisfied with nothing less than the inscription of our item as it stands. I have asked the Iranian delegate to press for its inclusion."

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On the other side of the dispute, Britain and France had what an official spokesman described as "an intensive round" of talks with other members of the Council.

The permanent British representative, Sir Piersor Dixon, conferred with the Council President to try to straighten out some of the problems over the adoption of an agenda. A British delegation expressed confidence that the Council will place the Western item first on the agenda.

Together with the increasing wave of attacks on Israel the irresponsible attitude of the Jordan authorities finds its expression in the absurd lies used to camouflage their aggressiveness," the Foreign Minister spokesman commented last night.

Ask Syria, Lebanon To Guard Pipelines

The Iraqi and Saudi Arabian Governments have asked Syria to take all necessary steps to ensure the security of the oil pipelines crossing her territory and thus avoid giving the Western powers a pretext for sending troops into the Mediterranean area, "Al Nahar," the Cairo daily, reported yesterday.

The step was taken yesterday in the wake of a meeting between King Faisal and King Saud at Damam, on the Persian Gulf, the paper reported.

According to the Beirut daily, "Al-Nahar," both Britain and France have warned the Lebanon that should it refuse to guard the pipelines through its territory, and that in the event of an interruption in the flow of oil the Mediterranean countries would take "drastic steps" to protect their rights.

Lebanese Foreign Minister Salim al-Husseini told the paper that in fact the Government had instituted special security measures at the beginning of the week after information had been received in Beirut that certain pro-Egyptian extremist elements were planning to sabotage the oil installations.

Lebanon Refuses
Pipeline Arbitration
BEIRUT, Lebanon, Tuesday (UP). — Lebanon refused today to take a tax dispute with the Iraq Petroleum Company before an arbitrator.

IPC, which under a new law stands to pay a substantial increase in revenue both on future and past oil piped from Iraq over Lebanese territory has held that the law conflicts with a prior agreement signed between the Government and IPC.

Seeks Joint Banding
Policy on Suez Issue
JAKARTA, Tuesday (Reuter). — Dr. Ali Sastroamidjojo, the Indonesian Prime Minister, has called on Asian and African countries to cooperate to find a peaceful solution of the Suez Canal dispute.

The Foreign Ministry here today issued a statement to this effect to the heads of state of the countries which attended last year's Afro-Asian conference in Bandung.

DENMARK TO JOIN
COPENHAGEN, Tuesday (Reuter). — The Folketing, Denmark's single-chamber Parliament, agreed with 130 votes against seven (Communist) today to a proposal by Prime Minister H. C. Hansen that Denmark join the proposed Suez Canal Users Association.

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Nothing dramatic will happen if the Canal is closed — the West will procure oil by different routes and from different sources," M. Lemaire emphasized.

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AN APPRECIATION
BARUCH SCHOCHETMANN

The bullet that struck down Baruch Schochetman has robbed us of a man of unmatched sensitivity, a man who loved peace and strove for peace, a scholar who did much for the development of scholarship in this country. He came to us from the Zionist Movement in Russia, and he cared deeply for the heritage of

In Revival

REHOVOT, Tuesday. — Jacob Pinkerfeld, the architect who was killed by Jordan I.

This love of his for the matters of the mind was also a part of his life's memory. For him, the past was not past, but ever-present. Often he used to appeal to his friends and associates—friends — he had no enemies and could not have had — with a warm smile. When he was asked a question, he would ask? Perhaps the answer was only that there had been a shortcoming. If he had been a bit more diligent, he would not have forgotten, and in particular, recall to recall the various occasions of the Hebrew Union College.

The funeral procession arrived at 2.45 p.m. and the body lay in state in the Cultural Centre of the kibbutz. Later it was carried to the cemetery by members of Be'er-David.

The widow and son planted a Cypress tree on the grave.

Joseph Hirsch, of Haifa, who was wounded in the Pamed Rabel shooting, was described last night by the Sha'ar HaTzedeq Hospital as being out of danger.

Eight other wounded persons are still at this hospital and one at Hadassah. Their progress is termed satisfactory.

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Ever issued—Bar

The Ministry of Transport has never issued permits to drivers of trucks allowing them to carry passengers on the roof. Mr. M. H. Bar, Controller of Road Transport, yesterday told the Many Committee set up to look into the Sabbath demonstration.

Mr. Bar went on to say that permits were issued for periods from "one day up to a week," and that he would issue a permit with a valid license which covered a period in which the driver could take advantage to make use of all his spare time, his wife, his children, his friends, his memory, his love of books and his devoted labour.

It is also appropriate to recall that the Library quartered in the Beit Azzam recorded the names of all the books published in Arabic in this country, and in this way made a valuable contribution to the history of Arab culture here both under the British Mandate and since then.

Schoenbaum published many detailed bibliographies of the works of Hebrew writers. He

drivers of trucks allow them to carry passengers the Sabbath. Mr. Mich Bar, Controller of Road Transport, yesterday told the House Committee that

The Ministry did not have the legal right to give licenses for the use of buses on Saturdays, he said, adding that even the bus co-operatives could drive freely on the Sabbath if they so wished.

The Ministry had rejected requests for permission to transport passengers in trucks, he said, although it had no legal grounds to take this step.

Dr. Zorah Warhaftig, Deputy Minister for Religious Affairs, said that the Ministry, and his publications of this material, with historical notes, provide valuable material on the development of the Jewish people and the Zionist movement.

S.H. BERGMAN

Cultural Centre Open On Mt. Canaan

SAFAJ, Tuesday:—A cultural centre for Mount Canaan was opened today in the Amman Quarter here. It is a branch of the Lithuanian Jewry, which has received a grant of ILAS,400 to build.

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Rokach Backs Direct Election of Mayors

TEL AVIV, Tuesday. — Mr. Israel Rokach, former Minister of Defense, has announced that Mayors be elected by direct popular vote, and not by Municipal Councils as at present. He will speak today to General Zionist members of local authorities from all over the country who met at the Tel Aviv Convention.

Mr. Rokach also suggested that the Government 'forge' its share of the entertainment industry.

A public gathering is also being held at the Tel Aviv Convention.

The Mayor, Mr. A. H. Cohen, and the director of Amiad, Mr. Eliezer Perlmutter, will also be present.

Mr. Y. Sagiv and the local police chief, Mr. D. Ben-Zion, spoke.

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Jerusalem
Starting, Thursday, Sept. 27
Greater than "TYANTHOE"
Robert Taylor, Kay Kendall
Robert Morley
Quentin Durward

day to General Zionist members of local authorities from all over the country who met at Z.O.A. House.

taxes in urban areas. He said that a "round table" should be set up at which Government and Municipal experts could discuss the reasseessment of rates and taxes.

YOUNG NURSE KILLED
HADARA. Tuesday. — A 17-year-old student at the Nurses' School of St. Elizabeth's Hospital, Simona Moshe, was fatally injured when she was knocked down by a lorry in the main street this afternoon.

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HADERA, Tuesday. — A year-old student at the Nursing School of Sha'ar Menas Hospital, Simona Moshe, was fatally injured when she was

Please contact B. Shalom
P.O.B. 293, Ramat Gan.

UNITED ARTISTS present:

OPENING
of the
new season

Leo

Richale
and his group in a
Der Mezel

KIRYAT HAIM: Beit Ha'am,
JAFFA: Givat Aliza, Gairon,
TEL. AVIV: Chof Shon, Sat.

Abileah Co

Alexander
The Great

★

at the
ALLENBY CINEMA,
Tel Aviv

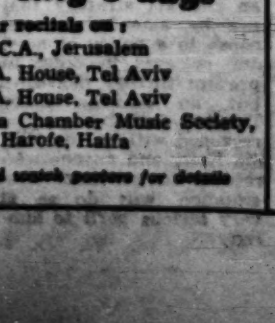
★

William
the Great Negro Hero
"SHOW"
and Columbus
In Israel too

will give to
October 13, Y.M.
October 14, Z.O.
October 18, Z.O.
October 20, Hail

at the
ALLENBY CINEMA

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THE JERUSALEM POST

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AN ominous quiet reigned on the Israel-Jordan border yesterday. Either fear drove the Jordan murderers back or they were summoned to man their defences in apprehension of a punitive action. The degree of Jordan nervousness may be judged by the fact that traffic ceased completely on the Old City-Bethlehem road, as being too vulnerable.

The U.N. representatives have had little to contribute on this occasion but an admission of their helplessness, and an unsuccessful attempt to aid Jordan in evading responsibility for the Ramat Rahel killings by putting the responsibility on "a mad soldier." They did this by giving support to the Jordan statement before any independent investigation had been carried out, presumably in the genuine hope that Israel would then accept the explanation and withhold retribution. That is a dangerous precedent, for while the U.N.'s activities here have successfully degenerated from attempts to enforce the truce to truce supervision, and since then merely to recording breaches against this agreement, this function of neutral observing and reporting was valuable in its own right. If the UNTSO, however, is to become merely an official stamp for Jordanian statements, there will be little justification for the maintenance of a staff of the present size.

On Sunday and Monday, Jordan's attacks reverted to the form of the terrorism of the Arab gangs in the days of the British Mandate, when the Jewish victims were almost invariably men and women going about their daily business unarmed. Out of the Yishuv's impotence of those days the determination to self-defence was born. Israel's Army of today is fully able to strike back at the military power under whose aegis the murderous attacks are carried out. If it proves that the punitive action of the defence against mounting provocation from a Jordan whose internal balance and political sanity, not merely the sanity of a single soldier, has been totally disrupted by over-strong outside influences. In essence, Israel is now paying the price for the West's 30-year withdrawal in the face of Arab guerrilla warfare, which has misled the Arab states into imagining that Israel can be worn down into abandoning its existence in the way Britain abandoned its Bess defences. There could be no greater error, Israel is not a strategic post that can be replaced, or at worst, sacrificed, but the natural and legal home of nearly two million people, its professors and schoolchildren will not, and could not, turn themselves into anything else but Israeli living just here. Israel is not an abstract strategy that can be abandoned in response to a policy of murder, or even in order to prevent further bloodshed but an existing State. This is a fact that must be reckoned with in the Middle East, and anyone who refuses to recognize this situation will do so at his very serious peril to himself.

Whites Barricade Houses Against Africans Violence Rocks Johannesburg

By a Special Correspondent

JOHANNESBURG.—By day, the City of Gold is a peaceful city. At night, however, it is a city of fear. The city's streets are filled with the sound of gunfire. The city's people are living in a state of panic. The city's government is trying to maintain order, but it is failing. The city's people are being killed. The city's government is trying to maintain order, but it is failing. The city's people are being killed.

In the suburbs, a suburb mostly populated by Jews, there have been a series of attacks on houses. The houses are being burned down. The houses are being destroyed. The houses are being killed. The houses are being killed.

To the residents of Johannesburg, there is nothing new in the recent violence, neither the signs of a long queue of African petitioners waiting for buses to take them home to the squalor of the city's "black spots." Johannesburg is the city of Gold in name only for certain of its residents.

Last week, Prime Minister Strijdom told a correspondent

YESTERDAY'S 'Madness' Is Rampant

DAVAB (Hindustan) comments on the Aminadav and says that it seems that more Jordan soldiers have "gone mad." Indeed, all Arab countries with their princes and rulers seem to have gone mad; dominated by the fear-hatred complex that seems to determine their attitude towards Israel. The attitude of the Arab states is a result of the situation in the Middle East, which is a result of the situation in the Middle East.

Last week Mr. Aronowitz, a popular Jewish personality and leader, was shot dead in his home. The shooting was carried out by a group of Arab soldiers. The shooting was carried out by a group of Arab soldiers.

In another suburb, Newlands, a group of Arab soldiers were seen to be attacking a group of Jewish children. The children were being killed. The children were being killed.

The bus company recently raised its fares, the Africans refused to use the buses; the result — a boycott — and

Readers' Letters

"TIARA OF SAIPHAROS"
Editor, The Jerusalem Post
Sir, I have just read your article on the "Tiara of Saipharos" and I am very interested in it. I am very interested in it.

JERUSALEM SKYSCAPERS
Editor, The Jerusalem Post
Sir, — Is Mr. E. Davidson's contribution, "Skyscrapers Add To Capital's Beauty," in your issue of September 15, a little too early?

THEODOR P. MYSTEN
Editor, The Jerusalem Post
Sir, — It is true that the tiara can no longer be seen in the Louvre, where it really doesn't belong. The French government has been very stupid in selling it. The French government has been very stupid in selling it.

SUEZ AUTHORITY
Editor, The Jerusalem Post
Sir, — May I add a few words to David Courtney's "Suez Canal" in today's issue. It is a full and interesting article, but it is a full and interesting article.

E. GUTMAN
Editor, The Jerusalem Post
Sir, — I have sympathy with your correspondent's main part of my article was intended to call the attention of your readers to the shocking disparity between our country and the world. The shocking disparity between our country and the world.

MINISTRY OF FINANCE
Arnona Levy and Property Tax
PAYMENT OF URBAN AND RURAL PROPERTY TAX
We hereby draw the attention of property owners to the fact that the deadline for payment of urban and rural property tax for the year 1959 is September 15, 1959.

POCKET BOOKS
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One Mo. 50 Druce — David Knight
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PERMA BOOKS
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Sahara Treasure Hunt ECONOMIC PLAN FOR DESERT

By ANNE FURVES

PARIS (OFNS).—A permanent outpost in the Algerian Sahara, a coal mine has been working since World War II, a field of probably as much as 20 million tons of first grade coal. Nearby, another reserve of about 30 million tons of equally high quality has not yet even been prospected for working. In the eastern Sahara, near the Libyan border, two oil strikes yielded greater than 100,000 barrels of oil each. The Algerian Sahara has as many potential economic implications, and in long terms is doubtless one reason why the present Tunisian and Moroccan rulers have achieved such a diplomatic silence in the Suez crisis.

The "romance" of the Sahara's exploitation will lie in its mighty scale, and in the mechanism by which relatively few men could extract the wealth of the empty desert. The French have no intention of making the Sahara blossom like a rose; the blossoming would be at the end of a very long stem of pipelines; railway tracks and airfields in the desert would be the backbone of the Sahara's economic life. The undertaking would be one of huge mechanization as well as imagination; comparable to the Houphouët-Boigny has often said, to the Tennessee Valley Authority. M. Armand, the brilliant Frenchman who heads the Algerian Sahara Development Commission (he is also chairman, among other things, of the French Railways, and made the first draft of Euratom) is also trying to make plain the scale of the French vision.

Saharan Bell
The problem was delicate. For example, the five French territories covering the Sahara have their own administration, and even their own monetary system. Algeria itself covers half the Sahara. Moroccan nationalists demand a "Greater Morocco" reaching down (through the Algerian desert) to Timbuktu. Suddenly to declare the Sahara an independent unit in order to exploit its riches would therefore have seemed very like cutting losses in northern Algeria and, to all the interested territories, like a throwback to old-fashioned imperialism. The French plan avoids these charges by representing the territories in the desert's administration, by emphasizing that the greater part of the exploited wealth will be ploughed into the neighbouring areas, and above all, by defining a new "economic unit," a "Saharan belt" outlined by the non-political limits of the region with less than four inches of rain a year.

All the neighbouring territories can see the advantages for themselves of this conception. The Sahara, however, in this, as in so many other French prospects today, remains Algeria. Foreign investment will wait upon a sound Algerian settlement whatever the French Government may now be proposing, and an Algerian settlement, at present lies partly at the disposal of Egyptian Dictator Nasser, in the effect on the Moslem world of his success or failure in the Suez struggle. Such factors explain the large part of the French Government's intransigence in the Suez crisis. There is at present no sign, however, that M. Mitterrand means to delay the presentation of the Saharan plan to the Assembly and Senate next month.

Economic Unit Planned
The plan sees the Sahara as an economic unit, a kind of power base for the surrounding Africa — territories and, to a certain extent, for Europe — the Federal European Coal and Steel Community, for example, might be very interested in the iron ore. It would be administered by a director-general and a committee elected partly by French parliamentarians, partly by representatives of the five French territories which reach into the Sahara: Algeria, Mauritania, Niger, the Sudan and Chad.

The plan assumes that the vast capital investment needed will be mostly European. Eurafrika is the word sometimes used for the vision of a French-administered area, driven by the force of European, and above all, German capital. It equally assumes that the control would remain French, and that the scheme's most immediate beneficiaries would be the French African territories of French West and Equatorial Africa and of North Africa, that is, Algeria and the new States of Tunisia and Morocco, to whom France has accorded "independence within interdependence." The prospect of France supplying these countries with, for example, cheap natural gas has as many political as economic implications, and in long terms is doubtless one reason why the present Tunisian and Moroccan rulers have achieved such a diplomatic silence in the Suez crisis.

Hidden Resources
The French, whose possessions cover about half the Sahara — 1,500,000 square miles, about five times the area of France herself — are not alone in the Sahara. The desert riches extend far beyond the French borders. In the Algerian Sahara, near the Libyan border, two oil strikes yielded greater than 100,000 barrels of oil each. The Algerian Sahara has as many potential economic implications, and in long terms is doubtless one reason why the present Tunisian and Moroccan rulers have achieved such a diplomatic silence in the Suez crisis.

Prosperity in Formosa
By O. M. GREEN
LONDON (OFNS).—Prosperity in Formosa is vividly shown in a survey of the past 10 years given by Mr. Chang Pao-shan to a United Nations committee. Formosa is now one of the few "free countries" which is entirely self-supporting.

Produce Up
Electrical power produced last year was double the peak production, 177,000 kilowatts, under Japanese rule. Sugar production, 30,000 tons in 1945, was 1,733,000 tons; Formosa is now one of the few "free countries" which is entirely self-supporting.

Future Bright
As a whole, the picture is very bright and encouraging. Yet it must increase the difficulties of the ultimate problem of Formosa's status. The prosperity achieved is mainly the work of the native Government: the Nationalist Chinese Government in exile. Little more than 10 per cent of the island's revenues, seven years ago, had that Government found refuge in Formosa, the transfer to the Communists would have excited little attention. But the more the Formosans develop their island, the more difficult will it be to resist their protests that they want to be attached to the mainland, not to the Nationalists, but to be independent under the aegis of the United Nations.

At the Cinema
THE BOUTLING BROTHERS, in "Private's Progress" (Oran, Haifa), have produced a witty skit on Army life, seen through the eyes of a private in a unit of left-overs but with an influential uncle to pull him out of a jam. This comedy is a scurrying, malingering and a racketeering placed back in the Britain of 1945, sufficiently removed in time for it not to be the Army of 1959 and for those who took part in it to look back through nostalgic rose-coloured glasses. "Private's Progress" rises above mere farce because its popularity is based on a real and live touch: as never so exaggerated as to lose contact with actuality. Richard Attenborough is the hero who becomes a thoroughly incompetent soldier, redeems himself by his proficiency in Japanese and then, without knowledge of German, is sent to work behind the Rhine. Dennis Price is his uncle who rises to heights in intelligence by giving general tips on how to win a bet, how to look like a winner, how to work at a racket in works of Art. I had only one complaint against the film: why must the hero be arrested at the end as a receiver?

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New double Ticket For Mif'al Hapayis Drawings

Half ticket — IL1
Whole ticket — IL3

Persons purchasing a whole winning ticket will receive a double prize.

Double Ticket — Double Prize

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NEW PLANES COME TO LYDDA

By PAUL KOHN

CIVIL aviation makes steady progress year by year — from huge piston-engined carriers to turbo-prop and jet propulsion. Each advance makes the world seem smaller, and air travel safer and more comfortable.

In the year 1968, according to Sir William Hildred, Director General of the International Air Transport Association (IATA), 74 world airlines carried 70 million passengers. This is 20 per cent more than the number in 1967. By the end of 1970, it is expected that the 100 million figure will be reached.

The rapid development of civil aviation in the past ten years reflects the fact that it took 34 years to reach the 100 million passengers mark on American airlines. This was in the year 1960. Within four years, this figure has doubled, and on July 29 of this year, it passed the 200 million mark.

Besides this, in 1968, world airlines carried 337 million kilometers-ton of mail, and 285 million kilometers-ton of freight.

Israel, as a part of this shrinking world, will soon be able to experience the rapid development of civil aviation. Already, Sabena, S.A.S. and L.A.I. are using DC8B long range airliners for their flights to Lydda. They are an improvement on the DC7C and are ahead of the Constellation. The piston-engined DC8B is 32.5 metres long, spans 35.5 metres, is 4.7 metres high, has a cruising speed of 232 miles per hour, a range of 8,000 kilometres, and can accommodate between 32 (luxury class) and 75 (tourist class) passengers. K.L.M. also plans next summer to use the DC8B for its Lydda flights instead of the DC7C models that it now flies here.

New Viscounts

A much faster plane to be seen regularly at Lydda airport from next month on, will be the British Vickers Viscount, which has achieved such brilliant success. The turbo-prop Viscount has been largely responsible in checking the nose dive of the British aircraft industry, which started with the Comet jet disasters of a few years ago. The Viscount will come to Lydda through the co-ordination of British European Airways and Cyprus Airways.

Of the latest long distance strato liners the Lockheed Super Constellation and the Douglas "Seven Seas" strato liner may be anticipated at Lydda next year. Although local representatives of the foreign airlines cannot predict strato headquarter policy, T.W.A. is considered likely to bring Super Constellations, instead of Constellations.

Far East Route

Air France, with 19 Super "Connies" already in operation and another 10 to be delivered next year, will probably also fly them to Lydda. The French national airline is the only company that uses Lydda as a transit stop on flights to and from the Far East. The Super "Connies" accommodate a maximum of 81 passengers, and cruise at 335 m.p.h.

Swissair, which was the first airline to introduce DC8Bs for regular flights to Lydda, will probably again be first with the "Seven Seas" strato liner, planned to include Israel from October 1969. The company also expects to increase its weekly flights from one to two. S.A.S. and Sabena have also marked Lydda as "possible" for DC7Cs.

The DC7C, with a range of 8,000 kilometres, capable of non-stop flight across any ocean or continent.

El Al anticipates joining the leaders of civil aviation when its three Bristol "Britannias" are delivered next year. This turbo prop will be the largest and fastest aircraft to have landed at Lydda. It can accommodate between 60 and 101 passengers. Its cruising speed is 380 m.p.h. and it has a range of 6,180 kilometres. Despite its speed, and its cruising height of about 30,000 ft., it

Radar-Packed fighter, capable of continuous operation in all weather, day and night, and able to fly and fight at extreme interception altitudes. This is the Gloster Javelin 7 shown at the recent Farnborough Air Display. These military planes pioneer the commercial progress of tomorrow.

will provide the most comfortable journey of any aeroplane in the skies today, and at least for the next three years offer some of the best flying in the world.

The whole face of civil aviation will change in 1969/70 with the appearance of jet airliners. Most of the major airlines have ordered some jets of the Boeing or Douglas types, but in the first year of two, none of these are expected at Lydda. Boeing 707s or DC8s, costing about six and a quarter million dollars apiece, will fly from New York to Paris in six hours, ten minutes.

With such tremendous strides forward in the comfort and speed of aeroplanes, the airlines are struggling to keep up with the progress. The airlines are struggling to keep up with the progress. The airlines are struggling to keep up with the progress.

The biggest airline serving Israel is America's T.W.A., which has 165 aircraft in its fleet, and another 71 already ordered, including eight Boeing 707s. Its network covers 35,000 miles, 13,000 within the U.S. and 22,000 overseas. In 1968, it flew nearly 4,000,000 passengers and came out in the black.

PLANES MAY HAVE VARIETY OF USES

By BENJAMIN BONNER

FOR a small country Israel can boast of the most varied topography. Precipitous mountains and sandy beaches, arid and fertile plains, rugged deserts and smooth sand dunes, valleys below sea level and alpine ranges of mountains — all these and more may be found within Israel's 21,000 square kilometres. The ruggedness with which these topographical features appear, the lack of transition between them — even more the very existence of these changes of landscape — create internal communication problems both civil and military, which are not easy to solve without large funds. The natural difficulties created by the widely scattered and ever-increasing network of kibbutzim and moshavim — add up to a problem which would be difficult even for a much larger and richer state than ours to tackle.

Israel Requirements The aeroplane can replace any other means of transportation over reasonable distances, but is itself irreplaceable. The ability to transport people and goods from a given point within a short time, transport them without regard to natural obstacles — to another point many miles distant, is the aeroplane's unique characteristic.

In Israel this characteristic proves invaluable in passenger transport, tourist traffic, agriculture, aid and rescue, mining and mapping, and many other areas.

a) Passenger Transport. We need an aircraft which would be able to take a reasonable number of passengers; say 15 to 25, anywhere in the country within 2 hrs., at a cost of 50 per cent more than the present means of transportation. To translate this into everyday language, a one-way ticket to Eilat should cost about IL15 instead of IL20. The aircraft must be able to land on any hard straight piece of ground, the shorter the better, and must have at least two engines, either of which could keep it flying to safety in an emergency.

A special type of passenger would be drawn from among those engaged in fulfilling various projects on behalf of the Ministry of Development. In this connection it would be interesting to calculate the rate of acceleration in the fulfilment of these projects were they key men able to save time and wear and tear on their health and nerves by flying to Sdom, Timnah and Eilat instead of dragging along by road.

b) Postal Tours. Requirements are similar to those for passenger traffic, with a stress on comfort, roominess and an undisturbed view of the ground from every window.

c) Agriculture. Much perishable agricultural produce could be transported economically and quickly from one part of Israel to another. The fish of Haifa could be savoured in Haifa the very day they were netted, in exchange for the luscious apples and plums of Gvat. Thus air transport would stimulate the farmer and give agriculture the much needed incentive and encouragement.

The aircraft which could do this job would have to be able to take about 2 tons of goods through an appropriately wide and low aperture, at about IL20 per ton per 100 kilometres. It would be required to land and take off with a few hundred yards from hard ground by day or by night.

d) Mapping. Large parts of Israel, usually represented by white blotches on conventional maps, have never been properly charted. This applies especially to the mountains and a large part of the Negev. The contour lines shown on maps are at best the result of interpolation, which is nothing more than a high-sounding word for mathematical guesswork.

Whether one wants to build roads or a railway, or lay a water pipe, or tap rain water in a natural reservoir — what is needed is some aerial photographs which the science and art of photogrammetry will readily transform into a most accurate topographical map in any scale.

Per Ardua ad Astra

By SVI HALBER

FLYING is magic, perhaps not for the well-travelled, but for the rest of us, it is a mighty, four-engined turbo-prop as if he were about to board a subway train, but for every boy and girl who has ever seen a plane or watched the whirling wind match up a scrap of paper and dance with it way over his head.

Man, the land dweller, soon conquered the sea in all its three dimensions, but until the last century his efforts to travel through space have been in vain. The pages of history are dotted with stories of his failure. The skies however continued their magic pursuit after flight, and with giant kites and gas-filled balloons, flyers "took off" first in sailplanes and then in engine-driven aircraft. In the last decades, there have been way to the "jets" which scream across the heavens at speeds faster than sound.

Flying is a sport, but this fact tends to be pushed into the background by the commercial and military uses to which it has been put.

Love of Flying

There is nothing which can compare to the thrill of the pilot in solitary control of his aircraft for the first time. The wonder of the experiences increases every time he takes to the air. Motor cycling, high speed driving and yachting have their moments, but these are prosaic when compared to that sense of freedom and detachment which only the airman feels. Yet the commercial and military needs of the airline and air forces are drawn.

The situation in Israel is similar to that in Great Britain in 1940. In Israel, the young men who have learned their airman's craft in the Eretz Yisrael Aero Club took to the air in whatever aircraft became available during the War of Independence just as "week-end flyers" of the Auxiliary Air Force and the private flying clubs met and were instrumental in defeating the might of the "Luftwaffe".

These young men, now command units of the Israel Air Force, and are the pilots of the national airline. The Eretz Yisrael Aero Club has reverted to its original sporting function, though the days of "Hagana" and the War of Independence are not forgotten. There is a thirst to fly, manifest both in the towns and villages, among native born Israelis and newcomers in settlements only recently founded upon to exchange the joys of

The Beauty and magic of flight is shown as the Canberra WH 577, piloted by Squadron Leader L.G. Bustard, soars past the vertical of a loop prior to "rolling off the top" during a flying demonstration at Kano, Nigeria. WH 577 was one of seven Canberras built by Short Bros, which accompanied Queen Elizabeth of England and the Duke of Edinburgh on their tour of West Africa earlier this year.

With the delivery of the Bristol "Britannias", El Al for a few years will be able to challenge the best over long distance flights. Among its attractions is its excellent service during flights. Besides the three Britannias, experts are at present investigating which type of plane will best supplement this purchase. Three Viscounts or a fourth Britannia are on order.

In 1955, budget conditions were favourable for prospective development of civil aviation, and further growth in certain lines in the year ahead. The growing demand for transportation enabled lines to open up new possibilities for transport of passengers, freight and mail.

No Helis in Israel

Jerusalem Post Reporter

MANY Israelis wonder why, despite the urge to have everything that every other country has, there is no helicopter service in this country for passenger and goods transport. The lack does not stem from any obstacle in principle by any authority. The reason is purely financial.

The only country which uses the vertically-travelling flying machines is Belgium, whose Sabena Airline runs an internal service in that country which also extends the airports of some of the neighbouring states. Journey from Brussels to Antwerp costs the equivalent of IL450 while to Cologne the price is just over IL10. Assuming that an Israeli air company could operate in the same financial circumstances as the Belgian airline, it would cost the intending helicopter traveller about IL10 to travel one way from Tel Aviv to Haifa and over half that if he wished to go to the Capital. The trip from Lydda to Eilat, which Arikia does at IL20 return, is only a fraction of the cost of the single journey in either direction.

The Conventional Aircraft

The conventional fixed wing prop-driven aircraft, even if it ever reaches the STOL (Short Take-off and Landing) class, will never be able to replace the helicopter in its emergency and war functions, even if it does sometimes lately substitute for it. But to-day and in the foreseeable future the old faithful conventional fixed wing piston engine aircraft, has the edge on the helicopter in many ways. Fixed wings give it more speed for a given power and a more efficient climb. They provide vital space for fuel storage. The propellers of its engines, by the mere fact that they push masses of air under the lifting surfaces even at the slowest speeds, allow an even greater speed reduction, thus shortening the landing run. It is also able to fly at night and during bad weather a feat which the helicopter cannot match.

Aid and Rescue. In our

far flung dispersed and often inaccessible kibbutzim and moshavim, a medical establishment is the exception rather than the rule. A vitally needed serum dropped by parachute or landed with a doctor, a sick farmer and a wounded frontman flown to a stretcher for an emergency operation — these are simple and routine tasks for the right type of aeroplane.

The aeroplane used for aid and rescue must be capable of taking 4 to 6 stretchers and about an equal number of sitting cases, and be able to land and take off from relatively small, unprepared strips.

Summary of Requirements Let us summarize the features and characteristics required of an aircraft for the performance of all the various tasks described above. It would have to be a large-bodied, sturdy, wide tracked, high-wing aeroplane with large windows, wide tires and a cross-wing undercarriage, with two engines giving somewhat more power than normal, and a high-wing, easily required, and it should be able to land and take off with about 20 passengers or about 2 tons of weight on a strip of hard ground about 400 yards long (assuming the disavanta-

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age conditions of no wind at all, a 50 foot obstacle at both the windward and leeward sides of the landing strip). And, last but not least, it should be reasonably priced and relatively cheap to operate and maintain.

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Thrill of Flight Attracts Young People

By SVI HALBER

FLYING is magic, perhaps not for the well-travelled, but for the rest of us, it is a mighty, four-engined turbo-prop as if he were about to board a subway train, but for every boy and girl who has ever seen a plane or watched the whirling wind match up a scrap of paper and dance with it way over his head.

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Aid and Rescue. In our

far flung dispersed and often inaccessible kibbutzim and moshavim, a medical establishment is the exception rather than the rule. A vitally needed serum dropped by parachute or landed with a doctor, a sick farmer and a wounded frontman flown to a stretcher for an emergency operation — these are simple and routine tasks for the right type of aeroplane.

The aeroplane used for aid and rescue must be capable of taking 4 to 6 stretchers and about an equal number of sitting cases, and be able to land and take off from relatively small, unprepared strips.

Summary of Requirements Let us summarize the features and characteristics required of an aircraft for the performance of all the various tasks described above. It would have to be a large-bodied, sturdy, wide tracked, high-wing aeroplane with large windows, wide tires and a cross-wing undercarriage, with two engines giving somewhat more power than normal, and a high-wing, easily required, and it should be able to land and take off with about 20 passengers or about 2 tons of weight on a strip of hard ground about 400 yards long (assuming the disavanta-

The Beauty and magic of flight is shown as the Canberra WH 577, piloted by Squadron Leader L.G. Bustard, soars past the vertical of a loop prior to "rolling off the top" during a flying demonstration at Kano, Nigeria. WH 577 was one of seven Canberras built by Short Bros, which accompanied Queen Elizabeth of England and the Duke of Edinburgh on their tour of West Africa earlier this year.

age conditions of no wind at all, a 50 foot obstacle at both the windward and leeward sides of the landing strip). And, last but not least, it should be reasonably priced and relatively cheap to operate and maintain.

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Child, getting his first taste of what an aeroplane means, is shown how to hold the stick lightly between the thumb and the fingers. The Israel Aero Club attempts to make children air-minded.

riding with the wind currents for the fighting plane. They may once more be called upon to carry the defensive war into enemy territory.

Waiting Their Turn

At the club's air training school on the Dov Hoz airfield, north of Tel Aviv, thousands have already learned aerodynamics, meteorology, map reading and other skills related to flying. Many thousands more wait their turn to push further south.

The history of the club is linked in spirit and time with the story of Jewish settlement. The first branch was opened in the Jordan Valley and the latest at Rehovot, near Beersheva, with plans to push further south.

The Aero Club exploits the natural interest which children have in flying. It goes to them in their schools with literature and films. At the age of 12 they are admitted into the club. First they build model aircraft, then help in the maintenance of the existing, and later, as their skill grows, powered aircraft. The youngsters take to the air for the first time at the age of 17, and after that there is no stopping them.

Those who do not qualify technically or because they are not medically fit, prepare themselves for careers in the ground crew of El Al and the Air Corps, or jobs in the workshops of the Eretz Yisrael Aircraft Maintenance Base.

Air-minded Mothers

The best proof of the safety standard of the Aero Club is the existence of the "Air-minded Women's Association," which has thousands of members, most of them mothers and wives of the men of the flying club. It is they who are responsible for the gathering of the funds which make up most of the public money and provides the budget for the club's 72 branches.

Since 1928, the days of "The Flying Camel" and the Carmel Gliding Club of 1932 — predecessors of the Israel Flying Club — the Aero Club of Israel has taken giant strides forward and upward: public opinion has become attuned to flying as a commercial advantage, a military necessity and a healthy sport. Only the authorities seem not yet to have learned the importance of the link between the "week-end flyer" of today and the El Al captain or the Squadron Leader of tomorrow.

Cosmic Monitor Flies

By JOHN DAVY

LONDON (O.P.N.E.) — An aircraft of the United States Air Force took off from an airfield in Massachusetts recently on a round-the-world trip, carrying a 600 kilogram cosmic ray monitor. It will fly a zigzag course at 6,000 metres, crisscrossing the equator 1,000 miles to the north and south, making a continuous record of cosmic ray intensity.

The results are expected to provide important information about the shape of the earth's magnetic field far out in space. The experiment, which is being conducted by Dr. J. A. Simpson of Chicago University, is connected with a suggestion made by Dr. T. Gold, of Greenwich Observatory, at last year's cosmic ray conference in Mexico.

Dr. Simpson had observed a discrepancy between the earth's magnetic field as measured by the cosmic ray equator and the cosmic ray intensity. It had been expected that cosmic ray intensity would be strongest at the equator and weakest at the magnetic equator. This implies that the magnetic field of the earth may be twisted far out in space, deflecting the cosmic rays before they reach the ionosphere.

The 145,000 km. circular flight planned by Dr. Simpson will make it possible to compare the positions of the magnetic equator and the cosmic ray equator in detail. Any discrepancy between the latter will provide evidence of a distortion of the magnetic field beyond the ionosphere.

The artificial satellites which are to be launched during the Geophysical Year might be used to make direct studies of this problem.

The big question seems now to be whether an aircraft exists which has proven itself, and has approximately these desirable features in terms of economy and performance:

Number of passengers: 16
Weight of cargo: 2,800 lbs
Laden weight: 13,500 lbs
Position of wings: above side windows

Undercarriage: retractable and suitable for rough unprepared surfaces
Fuselage: large, strong, all metal
Cruising speed: 170 m.p.h. at 12,000 ft.

Maximum range: 600 miles
Maximum endurance: three and a half hours
Take-off distance, fully loaded: 150 yards
Landing distance, fully loaded: 50 ft. 320 yards

Cost of aircraft: IL175,000
Full operating cost: Approx. 150 pruta per passenger mile, or 700 pruta per ton mile.
Such an aircraft exists and can be procured quickly and without undue difficulty, provided money is available.

No Helis in Israel

Jerusalem Post Reporter

MANY Israelis wonder why, despite the urge to have everything that every other country has, there is no helicopter service in this country for passenger and goods transport. The lack does not stem from any obstacle in principle by any authority. The reason is purely financial.

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JERUSALEM THROUGH THE AGES

Skeletons of Infants
At another site on the tel, continuing the previous summer's work on the Canaanite city of the late Bronze Age, Dr. Yadin's crew archaeologists uncovered a number of small urns containing the skeletons of infants. "We don't know what appears to be the community's temple, with a five-ton stone altar and figurines of gods. Digging further, they found an inscribed shard on which the name of Jerobo-

to the Israel Kingdom may well produce one of Solomon's towns, Dr. Yadin said. From the size and complexity of the site, it is clear that it is a city that flourished at one time as the largest city in Galilee, if not in all of Israel.

During the second season excavations at Hazor, the excavations were extended to an area of cleared land, and some 150 to 180 labourers were provided daily by the Ministry of Labour, in addition to the team of archaeologists on the site. Within another month of clearing the dump, Dr. Yadin was optimistic concerning what still may be uncovered there.

The most important find of the eighth season of excavation was

Returning to the scene of his first excavations after the absence of three seasons, Professor Mazar initiated what he called the third stage of the dig — the excavation of the

Once Public Baths

The unique store-room apparently once served as public baths. But during the 4th century, before 352 (the date of the destruction of Jewish Beit Shearim), it was used as a repository for the lamps, jewellery and other items which were buried with the dead. Unlike the many other tombs and catacombs at Beit Shearim, this one, hidden beneath a mausoleum, escaped discovery by the grave robbers of the period.

Thus far it has yielded

number of household items, most of a useful and a decorative nature and a cache of coins minted during the reign of Constantine the Great. All most of the artifacts were of local manufacture, giving the site a typical local character. Beit Shearim was not only a centre of Talmudic learning but a town of craftsmen as well.

More than 200 stone sarcophagi and a number of marble tablets, many of them inscribed in Hebrew, were found in the cemetery area. Professor Mazar said. One of the inscriptions, bearing out the theory that Jews of the Talmudic period came from great distances to die near Beit Shearim, and his name, there, carries the name of a family from what is believed to be Shushan, the ancient Persian capital.

New evidence yielded by this season's dig leads Professor Mazar to believe that Beit Shearim was occupied continuously between the 3rd and 6th centuries B.C.E. for over 1,500 years.

The Direct - General of the Police, Minister's Office, Mr. T. Kollek, presiding over the session in his capacity of Chairman of the Board of the Government Tourist Corporation.

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